Toronto Transit Commission

ALLEN ROAD RESERVED BUS LANES
(Phase IIA)

July 12, 1983

Form 801740/May 82

TORONTO TRANSIT COMMISSION

MEETING DATE July 12, 1983

DATE July 4, 1983 REPORT NO. 3

SUBJECT ALLEN ROAD RESERVED BUS LANES PHASE IIA

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Municipal Reference

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RECOMMENDATION

It is recommended that:

1) the Commission approve service changes for the Allen Road reserved bus lanes, Phase IIA, as described herein;

2) the Commission monitor, on an ongoing basis, usage of the reserved transit lanes in order to determine the advisability of expanding the hours of operation of said lanes; and

3) this report be forwarded to the Municipalities of North York, Etobicoke and Metropolitan Toronto for information.

(A.H.S.) (J.P.)

HISTORY

Bus operations commenced on Phase I of the Allen Road reserved bus lanes in December, 1981. Initially, three bus routes, the Oakdale (116), Keele North (107) and Downsview (108) operated on the lanes between Wilson Station and Sheppard Avenue West. A fourth route, the York University (106) Express bus, was designed to operate further north along the Phase I lanes, past the then northern terminal at Overbrook Place, to Finch Avenue.

ALLEN ROAD RESERVED BUS LANES PHASE IIA

TTC operations on the second phase of the reserved bus lanes from Overbrook Place to Finch Avenue West are proposed to be implemented in two sub-phases, IIA and IIB. Phase IIA is proposed to commence on September 4, 1983, incorporating only changes to routes operating on roads already served by transit. Phase IIB, which includes new Service Standards route requests from the City of North York, would be implemented January 1, 1984, after consultation with the municipality and after the completion of the Wilson Station bus terminal expansion.

Metropolitan Toronto Council has recently specified that designated traffic lanes on Allen Road will be reserved for the exclusive use of transit vehicles only during the AM (7:00AM to 10:00AM) and PM (3:00PM to 7:00PM) weekday rush periods. The Council also recommended that the TTC monitor the usage of the reserved lanes on an ongoing basis and report back should increased usage require that the hours of operation be altered.

This report presents the route changes proposed for Phase IIA of the reserved bus lane project.

DISCUSSION

Phase II of the Allen Road reserved bus lane project involves the extension of the lanes from the existing north terminal at Overbrook Place, north to Finch Avenue.

A survey of commuter travel patterns on selected routes in northwest Metro identified three route catchment areas which exhibit a strong travel orientation to destinations served by the Spadina Subway and which, therefore, can benefit from use of the reserved bus lanes.

Finch West

The existing Finch West (36) bus service (see Drawing No. 8440A) consists of four peak period and two off-peak branches originating from Finch Station.

ALLEN ROAD RESERVED
BUS LANES PHASE IIA

The rider origin-destination survey indicated that a number of Finch West riders are destined for and/or originate at points served by the Spadina Subway. Therefore, it is possible to benefit these riders by restructuring one of the branches to originate from the Wilson subway station. The new weekdays-only route, Finch via Allen (see Drawing No. 8440C) would operate from Wilson Station north via the Allen Road (Phases I and II) and west on Finch Avenue. In the peak periods, the route would operate to the existing Humberline terminal via Finch; in the midday period, the route would terminate at the existing Rumike on-street loop.

The ridership survey also indicated a wide dispersion of travel patterns in the Milvan-Signet industrial areas which can be best served by completing the grid pattern at the Finch Avenue-Weston Road intersection. Therefore, in conjunction with the above change, a number of minor routing changes are proposed which better rationalize the grid services along Finch Avenue and Weston Road and which allow certain operating efficiencies to be achieved.

A Finch West (36) peak period-only service from Finch Station would serve the Milvan industrial area currently served in the peak periods by the Wilson (96B) bus service. The Finch West (36A and 36D) services on Weston Road, north of Finch Avenue, would be replaced by re-routing and extending the Wilson (96A) bus to Steeles Avenue. This Signet Road industrial area restructuring would eliminate midday service on Signet Road. Although 54 existing midday riders would be inconvenienced, there would be an overall improvement in service to riders in this area. Tables 1A and 1B present the existing and revised service summaries for the Finch West (36) and Wilson (96) routes.

York University

A significant proportion of transit ridership from the University City area, on Niagara Blvd.

north of Finch Avenue, is oriented to Metro's core area. The TTC currently operates an express service to the York University campus from Wilson Station which experiences low ridership in the "contra-peak flow" directions (away from the University in the AM and to the University in the PM) because of its current uni-directional design (see Drawing No. 8440A). In order to utilize the existing express service more efficiently, the York University (106) express would be modified to operate locally along the high volume section on Niagara Blvd., and on Finch Avenue between Niagara Blvd. and Keele Street. This local section of the express service would operate southbound and eastbound only in the A.M. rush period and in the reverse direction in the P.M. rush period. Direct (non-stop) express service to York University would remain unchanged in the heavy directions, i.e. northbound to the University in the AM and southbound from the University in the PM period.

The York University (106) local service via Sentinel Road would be slightly reduced in recognition of the lower ridership which would result from diverting some ridership to the improved express service. Table 2 presents the revised service summaries for the York University (106) express and local services.

Steeles West

The ridership survey on the Steeles West (60) service indicated that vehicle loads west of Bathurst Street are much lighter than east of Bathurst Street. Additionally, thorough reviews of ridership on the Wilson Heights (105) services to Steeles Avenue and Glen Shields Avenue have revealed possible route restructurings which would allow riders to benefit from the extended bus lanes and permit more direct rides between Wilson Station and specified destinations.

It is, therefore, proposed that the existing Steeles West (60) short-turn service to Jane Street operate only as far as Bathurst Street.

ALLEN ROAD RESERVED
BUS LANES PHASE IIA

The Wilson Heights (105) bus service, which currently operates circuitously through the Alness Road industrial area (see Drawing No. 8440A), is proposed to operate via Wilson Heights Blvd. and Dufferin Street directly to the Glen Shields subdivision. A new route, Alness, operating from Wilson Station via Allen Road and Dufferin Street, would serve the Alness Road industrial area and Steeles Avenue West to Jane Street (see Drawings No. 8440C and 8443A). All of these changes will provide more direct and convenient connections to the Spadina Subway for riders in the Alness industrial, Glen Shields and Steeles West areas. Additionally, through these route modifications, the northwest Metro services grid would be further rationalized. Details of these services are presented in Table 3, attached.

Vehicle and Mileage Requirements

The restructuring of the above-noted services, as detailed in Tables 1-3, would result in a saving of 5 vehicles in peak periods and an addition of 6 vehicles in off-peak periods. An additional 85,450 annual vehicle-miles and 2270 annual vehicle-hours would be operated as a result of the service changes. It should be noted that 53,700 of the additional annual vehicle-miles are General Service Improvement miles, required to increase service levels on existing routes in the area in accordance with observed increased ridership. Hence, only 31,750 annual miles may be directly attributed to the proposed routing changes. An allowance for the additional mileage (and hours) has been included in the 1983 operating budget.

The average speeds of all the routes affected would increase from 14.7 mph to 14.9 mph as a result of higher operating speeds on some routes. Overall, improved productivity and efficiency will be achieved through the use of the extended reserved bus lanes. The restructuring would increase the number of peak hour bus passes per direction on the Phase I reserved lanes from the

ALLEN ROAD RESERVED
BUS LANES PHASE IIA

existing 27 passes/hour to 41 passes/hour. There would be 31 bus passes/peak hour per direction on the Phase II bus lanes.

Tables 4 and 5 detail the mileage and vehicle requirements. Table 6 lists the pre- and post-Phase IIA peak hour bus passes on the reserved bus lanes.

JUSTIFICATION

The proposed service changes would result in two new routes operating via the Allen Road reserved lanes from Wilson Station, thus making better use of this facility.

The widely dispersed travel patterns of the Milvan-Signet industrial areas would be better served by completing the grid network pattern at the Weston Road-Finch Avenue intersection.

The operating effectiveness of the York University (106) express service would be significantly enhanced by opening this service to downtown-destined commuters.

The restructuring of services in northwest Metro would increase the accessibility of area residents to the Spadina subway by providing new direct transfer-free services and reduced trip times.

Overall operating efficiency in northwest Metro would be improved through better use of the Allen Road reserved bus lanes and through more rational route designs for that area.

11-109-76

TABLE 1

ALLEN ROAD RESERVED BUS LANES PHASE IIA
EXISTING FINCH AVENUE WEST
SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Weekday Headways A.M.	Midday	PM	Evening
Existing Routes						
Finch West (36)						
Finch Stn.-Humberline						
via Albion	23.4	105	11-00	14-00	11-00	8-27
via Finch	25.7	115	11-00	-	11-00	-
Finch Stn. - Weston Rd.						
via Signet	16.5	77	11-00	14-00	11-00	-
via Barmac	16.9	77	11-00	-	11-00	-
Combined			2-45	7-00	2-45	-
Vehicles			34	13	34	11
Wilson (96)						
York Mills Stn. - Finch	20.8	96	-	16-00	-	20-00
- Humber Coll.	24.6	108	5-40	16-00	5-40	20-00
Wilson Stn. - Milvan	17.3	79	5-40	-	5-40	-
- Humber Coll.(Exp.)	18.8	72	8-00	-	12-00	-
- Steeles (via Clayson)	17.5	80	20-00	-	20-00	-
Combined			1-53	8-00	2-03	10-00
Vehicles			46	13	43	10
Total Vehicles			80	26	77	21

Service Planning

11-109-76
June 14, 1983

TABLE 1A

ALLEN ROAD RESERVED BUS LANES PHASE IIA
PROPOSED FINCH AVENUE WEST
SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Weekday Headways A.M.	Midday	PM	Evening
Proposed Routes						
Finch West (36)[1]						
Finch Stn. - Humberline (via Albion)	23.4	110	11-00	8-45	11-00	11-37
Finch Stn. - Milvan	17.3	77	11-00	-	11-00	-
- Rumike	14.9	66	11-00	-	11-00	-
Combined			3-40	-	3-40	-
Vehicles			23	12	23	8
Wilson (96)[2]						
York Mills Stn. - Humber Coll.	24.6	108	5-08	16-00	5-40	20-00
- Steeles (via Barmac)	23.2	112		16-00	-	20-00
Wilson Stn. - Steeles (via Barmac)	17.4	75	7-30	-	7-30	-
- Steeles (via Clayson)	17.5	80	20-00	-	20-00	-
- Humber Coll.(Exp)	18.8	72	8-00		12-00	-
Combined			1-59	8-00	2-15	10-00
Vehicles			44	14	39	10
Finch via Allen						
Wilson Stn. - Humberline (via Finch)	25.7	110	11-00	-	11-00	-
- Rumike	14.9	60	-	20-00	-	20-00
Vehicles			10	3	10	3
Total Vehicles			77	29	72	21

Notes: (1) Weekend service to Martin Grove unchanged
(2) Weekend service to Finch unchanged

11-109-76
June 14, 1983

Service Planning

TABLE 2

ALLEN ROAD RESERVED BUS LANES PHASE IIA
YORK UNIVERSITY (106) SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Weekday Headways A.M.	Midday	PM	Evening
Existing Routes						
Wilson Stn. - York University						
via Sentinel - local	12.5	60	5-00	15-00	5-00	15-00
via Allen - express	9.9	40	10-00	20-00	10-00	-
Vehicles			16	6	16	4
Proposed Routes						
Wilson Stn.- York University(1)						
via Sentinel - local	12.5	60	6-40	15-00	6-40	15-00
via Allen - express	11.4	45	7-30	9-00	7-30	-
Vehicles			15	9	15	4

Note: (1) No change to weekend service

11-109-76
June 14, 1983

Service Planning

TABLE 3

ALLEN ROAD RESERVED BUS LANES PHASE IIA
STEELES AVENUE WEST SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Weekday Headways A.M.	Midday	PM	Evening
Existing Routes						
Steeles West (60)						
Finch Stn. - Kipling	20.5	85	8-30	15-00	10-30	17-00
- Jane	14.2	65	8-30	-	10-30	-
Combined			4-15	-	5-15	-
Vehicles			18	5	14	4
Wilson Heights (105)						
Wilson Stn. - Steeles	10.0	40	13-20	24-00	13-20	-
- Glen Shields	13.0	53	13-20	24-00	13-20	-
Combined			6-40	12-00	6-40	-
Vehicles			7	4	7	-
Proposed Routes						
Steeles West (60)(1)						
Finch Stn. - Kipling	20.5	85	8-30	15-00	10-30	17-00
- Bathurst	6.0	34	8-30	-	10-30	-
Combined			4-15	-	5-15	-
Vehicles			14	5	11	4
Wilson Heights (105)(1)						
Wilson Stn. - Glen Shields	11.6	48	12-00	24-00	12-00	-
Vehicles			4	2	4	-
Alness						
Wilson Stn.-Jane	15.5	60	10-00	30-00	10-00	-
Vehicles			6	2	6	-

Note: (1) No change to weekend service

Service Planning

1-109-76
June 14, 1983

TABLE 4

ALLEN ROAD RESERVED BUS LANES PHASE IIA
VEHICLE REQUIREMENTS

ROUTE	EXISTING AM	EXISTING MIDDAY	EXISTING PM	EXISTING EVENING	PROPOSED AM	PROPOSED MIDDAY	PROPOSED PM	PROPOSED EVENING
Finch West (36)	34	13	34	11	23	12	23	8
Wilson (96)	46	13	43	10	44	14	39	10
Finch via Allen	-	-	-	-	10	3	10	3
York University (106)								
Local	12	4	12	4	9	4	9	4
Express	4	2	4	-	6	5	6	-
Steeles West (60)	18	5	14	4	14	5	11	4
Wilson Heights (105)	7	4	7	-	4	2	4	-
Alness	-	-	-	-	6	2	6	-
TOTAL	121	41	114	29	116	47	108	29

Net Vehicle Changes:

AM: -5

MIDDAY: +6

PM: -6

EVENING: +0

11-109-76
June 14, 1983

Service Planning

TABLE 5
ALLEN ROAD RESERVED BUS LANES PHASE IIA
ESTIMATED ANNUAL HOURS AND MILEAGE

ROUTE	EXISTING		PROPOSED	
	MILES	HOURS	MILES	HOURS
Finch West (36)	1,458,105	106580	1,149,120	83650
Wilson (96)	1,973,975	123790	1,939,025	121020
Finch via Allen	-	-	358,400	24950
York University (106)				
Local	447,275	35785	390,490	31245
Express	142,200	9575	271,960	17890
Steeles West (60)	679,465	44205	600,285	38915
Wilson Heights (105)	278,360	18865	159,250	10800
Alness	-	-	195,300	12600
TOTALS	4,979,380	338800	5,063,830	341070
Average Speed:	14.7 mph		14.9 mph	

Difference:	Annual Hours:	+ 2,270
	Less General Service Improvement Hours	3,528
	Net Annual Hours (Saved) due to Re-structuring	(1,258)

Annual Miles:	+85,450
Less General Service Improvement Miles:	53,700
Net Annual Mileage due to Re-structuring:	+31,750

TABLE 6

ALLEN ROAD PHASE IIA

	HEADWAY	PEAK PASSES/HOUR (northbound only)
EXISTING ROUTES ON PHASE I - LANES		
Downsview (108)	6-40	9.0
Keele North (107)	9-30	6.3
Oakdale (116)	10-00	6.0
York U. Express (106)	10-00	6.0
	TOTAL =	27.3
EXISTING & NEW ROUTES ON PHASE II		
York U. Express (106)	7-30	8.0
Finch via Allen	11-00	5.5
Alness	10-00	6.0
Wilson Heights (105)	12-00	5.0
Faywood (104) (northbound only)	9-00	6.8
	TOTAL =	31.3
EXISTING & NEW ROUTES ON PHASE I		
Downsview (108)	6-40	9.0
Keele North (107)	9-30	6.3
Oakdale (116)	10-00	6.0
York U. Express (106)	7-30	8.0
Finch via Allen	11-00	5.5
Alness	10-00	6.0
	TOTAL =	40.8

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Service Planning Department

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TORONTO TRANSIT COMMISSION

MEETING DATE July 12, 1983

DATE July 6, 1983 REPORT NO. 8

SUBJECT ALLEN ROAD RESERVED BUS LANES

PHASE IIB

RECOMMENDATIONS

It is recommended that:

(a) the Commission approve routings and service changes associated with the Allen Road reserved bus lanes, Phase IIB, as described herein;

(b) this report be forwarded to the City of North York for review and comments; and

(c) this report be forwarded to the Municipality of Metropolitan Toronto for information.

(A.H.S.) (J.P.)

HISTORY

TTC bus operations commenced on Phase I of the Allen Road reserved bus lanes in December, 1981. Service changes associated with the Phase I lanes resulted in the diversion of approximately 2150 daily riders from the Yonge Subway to the Spadina Subway.

The Phase II reserved bus lanes are planned to commence operation in September, 1983. A Commission report dated July 4, 1983 outlined the proposed Phase IIA routing changes which would be implemented in the September 4, 1983 Board Period. Those changes pertain only to

routes operating on roads already served by transit, specifically, the Finch West, Wilson, York University (express and local), Steeles West and Wilson Heights routes. Two "new" routes, namely Alness and Finch via Allen, were created as a result of the modifications to existing routes. Approximately 4600 daily riders will be diverted from the Yonge Subway to the Spadina Subway as a result of these Phase IIA service changes.

The new Wilson Station north bus terminal is expected to be completed by January 1, 1984. At that time, it will be possible to implement the proposed Phase IIB new and modified routes which will further improve service to the northwest Metro area by making use of the Allen Road reserved bus lanes. Several of these routing proposals were specifically requested by the Council of the City of North York through the TTC's annual Service Standards Program.

This report presents the route changes proposed for Phase IIB of the reserved bus lane project.

DISCUSSION

The design of the Phase II routings for northwest Metro was based on an analysis of the routing requests submitted by the City of North York, on a review of available ridership information, and on rider origin-destination surveys on routes in the affected area.

Downsview Route

The Downsview (108) route currently operates from Jane Street and Driftwood Avenue to Wilson Station (see Drawing No. 8446A). The City of North York, in its 1981 and 1983 Service Standards submissions, requested that the Downsview route be modified to operate via Driftwood Avenue and Arleta Avenue to Sheppard Avenue. Such a routing, continuing via Sheppard Avenue West and Allen Road to Wilson Station, would provide a new service to Arleta Avenue residents, with a direct connection to the Spadina Subway (see Drawing No. 8446B). Existing Downsview riders whose

origins or destinations lie between Arleta Avenue and Tuscan Gate would be served by the proposed Grandravine route (see below).

The re-routing via Arleta Avenue would further complete the north-south grid of services in this part of Metro.

Details of the existing and proposed service designs for this route are presented in Table 1.

York University (Local) Route

The York University (106) local service currently operates from the York University campus to Wilson Station (see Drawing No. 8446A). The City of North York, in its 1983 Service Standards submission, requested that the service be re-routed to operate via Fraser Drive, Niagara Blvd. and Sentinel Road to Sheppard Avenue West (see Drawing No. 8446B).

The ridership survey undertaken on this route indicated that there is a very high level of through riding between the campus/Niagara Blvd./Sentinel Road area and the Spadina Subway. Therefore, the requested routing, continuing via Sheppard Avenue West and Allen Road to the subway, would provide more direct service for the majority of existing York University riders. Additionally, new riders would be attracted to this service from the new section of Sentinel Road which would be served. The re-routing via Sentinel Road would further complete the north-south grid of services in the northwest Metro area.

Some of the existing York University riders (up to 14 percent) may be inconvenienced by the necessity to transfer at Keele Street and Wilson Avenue. However, service levels on Wilson and Keele are very high and, therefore, transfer times should be minimal. A much larger number of existing York University riders (approximately 38 percent) would benefit from the more direct ride to/from the subway.

Table 2 presents the existing and proposed service summaries for the York University (106) local service.

ALLEN ROAD RESERVED BUS LANES
PHASE IIB

Grandravine Route (New)

The City of North York, in its 1983 Service Standards submission, requested that improved transit service be provided in the vicinity of Paradelle Crescent. Additionally, the restructuring of the Downsview and the York University routes, as described above, would remove service from Grandravine Drive. Therefore, in order to accommodate the City's request and to retain weekday service on that section of Grandravine Drive which is currently served, it is proposed that a new route, Grandravine, be implemented. It would operate from Frith Road/Laura Road to Wilson Station (see Drawing No. 8446B). This route would provide convenient and direct service to the Spadina Subway for residents from the Paradelle Crescent and Grandravine Drive areas.

The proposed routing would further complete the east-west grid of transit services in the northwest Metro area.

Table 3 presents the proposed service summary for the Grandravine route.

Calvington Route (New)

A ridership survey on the existing Forthbridge branch of the Keele (41B) service indicated that the majority of riders from the Calvington Drive area would prefer a transit service which connects directly with the Spadina Subway. Additionally, correspondence from local elected representatives has indicated residents' desire to establish a transit service from the Calvington Drive area to the Jane-Wilson shopping area.

Riders of the existing Falstaff branch of the Jane (35D) service are currently limited to rush-hours only service and must travel a considerable distance along Jane Street to reach the subway system at Jane Station.

It is, therefore, proposed that the Keele/Forthbridge and Jane/Falstaff services be eliminated and replaced with one consolidated service, operating both ways to and from Wilson Station, via Wilson Avenue, Keele Street,

ALLEN ROAD RESERVED BUS LANES
PHASE IIB

Calvington Drive, Forthbridge Crescent, Chesham Drive, Heathrow Drive, Jane Street, Falstaff Avenue, Keele Street and Wilson Avenue (see Drawing No. 8446B). Initial investigations have indicated that the north-to-east turn at Jane Street and Heathrow Drive is rather tight and that a corner rounding at this location may have to be undertaken.

The proposed service design would satisfy the travel desires of local area residents and would provide much improved access to the Spadina Subway. The peak period headway on Falstaff Avenue would be improved and this street would receive service in the midday operating period for the first time. The use of Erie Street as a regularly-scheduled loop would be discontinued. However, service on Calvington Drive after 7:00 PM would be eliminated, disservicing some 35 daily riders. Additionally, approximately 350 Calvington Drive weekend riders would be disserviced.

It should be noted that this proposed two-way on-street loop design does not conform with the Commission's normal routing practice. It is being proposed as a special solution in order to meet, as efficiently as possible, the aforementioned service needs.

The proposed service levels for the Calvington route are presented in Table 3.

Sheppard West Route

The City of North York, in its 1982 Service Standards submission, requested that a direct transit connection, via the Sheppard West (84) bus service, be provided between the Downsview Airbase and Sheppard subway station. The review of ridership patterns on the Sheppard West (84) bus service has indicated that there is very high local ridership on this service in the Jane Street to Chesswood Drive section of the route. Hence, an extension of the existing Wilson Heights short-turn service, on Sheppard West through to Weston Road, can now be justified.

Therefore, in order to accommodate the City's request and to provide increased service levels on Sheppard Avenue west of Wilson Heights Boulevard, it is proposed that the Sheppard West bus service be restructured such that all

scheduled vehicles operate between Sheppard Station and Weston Road. Additionally, during peak periods only, the service would be "split", with half the service which operates between Dufferin Street and Keele Street being routed via Sheppard Avenue and the other half being routed through the Downsview Airbase, primarily via Carlhall Road (see Drawing No. 8446B).

Table 4 presents the existing and proposed service summaries for the Sheppard West (84) bus route.

It should be noted that future changes in passenger demand may necessitate the re-institution of the existing Sheppard West short-turn service and, hence, the use of the existing loop at Wilson Heights Boulevard.

Keele Route

As described above, it is proposed that the Forthbridge branch of the Keele (41B) service be eliminated and replaced by the proposed Calvington service connecting directly with the Spadina Subway. In order to replace the Keele/Forthbridge buses on Keele Street south of Wilson Avenue, it is proposed that a new short-turn service be operated between Lansdowne Station and Hawkesdale Road, looping via Paxtonia Boulevard, Hawkesdale Road and Tilbury Drive (see Drawing No. 8446B). As with the existing Forthbridge service, this new short-turn would operate during all weekday operating periods. The resulting service levels past the peak point of the route would remain unchanged during midday and evening periods and would change in peak periods from 4'12" to 4'43". This revised service level would be adequate to accommodate projected demand on the route. Table 5 presents the existing and proposed service summaries for the Keele (41) service.

Jane Route

As described above, the Falstaff branch (35D) of the Jane service would be eliminated and replaced by the proposed Calvington route connecting directly with the Spadina Subway. The removal of this rush-hours only service, which currently operates at a 30'00" frequency, would result in a widening of the Jane peak period headway from

the existing 2'19" to 2'26" (see Table 6). A thorough review of ridership on the Jane route indicates that this revised level of service would be adequate to accommodate existing demand within Commission loading standards.

Vehicle and Mileage Requirements

The restructuring of the above-noted services, as detailed in Tables 1 to 6, would result in the addition of weekday peak and midday vehicles; one vehicle would be saved on weekends. An additional 183,975 annual vehicle-miles and an additional 4,735 annual vehicle-hours would be operated as a result of the service changes. It should be noted that 41,500 of the additional annual vehicle-miles are General Service Improvement miles, required to increase service levels on the Sheppard West service in accordance with observed increased ridership. Hence, only 142,520 annual miles may be directly attributed to the proposed routing changes. The additional miles have been provided for in existing and proposed budgets.

The average speed of all routes affected would increase from 13.4 mph to 13.8 mph as a result of higher operating speeds on some routes and the use of the Allen Road reserved lanes. The restructuring would increase the number of peak hour bus passes per direction on the reserved bus lanes from 41 passes/hour under Phase IIA (September, 1983) to 53 passes/hour. The restructuring would also result in a significant growth in bus volumes on Sheppard Avenue West between Allen Road and Keele Street. Therefore, it may be necessary to request transit priority measures on this section of roadway in order to ensure efficient transit operations.

Tables 7 and 8 detail the vehicle and mileage requirements of the Allen Road Phase IIB project. Table 9 lists the pre- and post-Phase IIB peak hour bus passes on the reserved bus lanes.

ALLEN ROAD RESERVED BUS LANES PHASE IIB

JUSTIFICATION

The proposed service modifications would provide more direct travel patterns, reduced travel times and improved access to the Spadina Subway for existing transit riders.

New riders would be attracted to the system as a result of the service which will be introduced on sections of roadway which have been previously unserved.

The service modifications would satisfy a number of specific routing changes requested by the City of North York.

The restructuring would further complete the grid of transit services in northwest Metro.

Overall operating efficiency in northwest Metro would be improved through better use of the Allen Road reserved bus lanes and through more rational route designs for that area.

11-109-68/76

TABLE 1

ALLEN ROAD RESERVED BUS LANES PHASE IIB
DOWNSVIEW (108) SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Headways					
			Weekdays				Saturday	
			AM	Midday	PM	Eve.	Daytime	Eve.
Existing								
Wilson Stn.-Jane	11.9	60	6-40	20-00	7-30	-	30-00	-
Vehicles			9	3	8	-	2	-
Proposed								
Wilson Stn.-Jane	12.7	60	7-30	20-00	8-34	-	30-00	-
Vehicles			8	3	7	-	2	-

TABLE 2

ALLEN ROAD RESERVED BUS LANES PHASE IIB
YORK UNIVERSITY (106) SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Weekdays AM	Weekdays Midday	Weekdays PM	Weekdays Eve.	Saturday Daytime	Saturday Eve.	Sunday Daytime	Sunday Eve.
Existing										
Wilson Stn.- York University										
Local	12.5	60	5-00	15-00	5-00	15-00	20-00	30-00	30-00	30-00
Express	9.9	40	10-00	20-00	10-00	-	-	-	-	-
Vehicles			16	6	16	4	3	2	2	2
Phase IIA - Proposed										
Wilson Stn. - York University										
Local	12.5	60	6-40	15-00	6-40	15-00	20-00	30-00	30-00	30-00
Express	11.4	45	7-30	9-00	7-30	-	-	-	-	-
Vehicles			15	9	15	4	3	2	2	2
Phase IIB - Proposed										
Wilson Stn. - York University										
Local	13.0	60	6-40	15-00	6-40	15-00	20-00	30-00	30-00	30-00
Express	11.4	45	7-30	9-00	7-30	-	-	-	-	-
Vehicles			15	9	15	4	3	2	2	2

TABLE 3

ALLEN ROAD RESERVED BUS LANES PHASE IIB
GRANDRAVINE AND CALVINGTON
SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Weekday Headways AM	Midday	PM	Eve.
Grandravine						
Wilson Stn.-Laura Road	10.6	45	15-00	20-00	15-00	-
Vehicles			3	2	3	-
Calvington						
Wilson Stn.-Jane						
via Calvington	8.1	40	20-00	40-00	20-00	-
via Falstaff	8.1	40	20-00	40-00	20-00	___
Combined			10-00	20-00	10-00	-
Vehicles			4	2	4	-

11-109-76

Service Planning

TABLE 4

ALLEN ROAD RESERVED BUS LANES PHASE IIB
SHEPPARD WEST (84) SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Weekday Headways AM	Midday	PM	Eve.
Existing						
Sheppard Stn.						
- Weston Road	14.6	77	9-00	10-00	10-00	10-24
- Wilson Hts.	5.0	31	9-00	-	10-00	-
Combined			4-30	-	5-00	-
Vehicles			12	6	11	5
Proposed						
Sheppard Stn. - Weston Road						
via Sheppard	14.6	76	12-40	10-00	12-40	10-24
via Airbase	14.5	76	12-40	-	12-40	-
Combined			6-20	-	6-20	-
Vehicles			12	6	12	5

11-109-76

Service Planning

TABLE 5

ALLEN ROAD RESERVED BUS LANES PHASE IIB
KEELE (41) SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Weekdays AM	Midday	PM	Eve.	Saturday Daytime	Eve.	Sunday Daytime	Eve.
Existing										
Lansdowne Stn.										
- Steeles										
via York Univ.	20.7	108	12-00	20-00	12-00	22-00	20-00	30-00	30-00	30-00
via Petrolia	20.2	108	12-00	-	12-00	-	-	-	-	-
- Forthbridge	15.1	84	14-00	20-00	14-00	22-00	20-00	30-00	30-00	30-00
Combined			4-12	10-00	4-12	11-00	10-00	15-00	15-00	15-00
Vehicles			24	9	24	7	9	6	6	6
Proposed										
Lansdowne Stn.										
- Steeles										
via York Univ.	20.7	108	12-00	20-00	12-00	22-00	20-00	30-00	30-00	30-00
via Petrolia	20.5	108	12-00	-	12-00	-	-	-	-	-
- Hawkesdale	12.7	66	22-00	20-00	22-00	22-00	20-00	30-00	30-00	30-00
Combined			4-43	10-00	4-43	11-00	10-00	15-00	15-00	15-00
Vehicles			21	8	21	7	8	5	5	5

TABLE 6

ALLEN ROAD RESERVED BUS LANES PHASE IIB
JANE (35) SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Weekday Headways AM	Midday	PM	Eve.
Existing						
Jane Stn. - Steeles						
via Peter Kaiser (Exp.)	19.0	80	20-00	-	20-00	-
(local)	19.0	92	8-21	16-00	8-21	16-00
via Pioneer Village	19.0	92	8-21	16-00	8-21	16-00
via Hullmar	19.7	92	8-21	-	8-21	-
Jane Stn. - Falstaff	12.5	60	30-00	-	30-00	-
Combined			2-19	8-00	2-19	8-00
Vehicles			39	11	39	11
Proposed						
Jane Stn. - Steeles						
via Peter Kaiser (Exp.)	19.0	80	20-00	-	20-00	-
(local)	19.0	92	8-21	16-00	8-21	16-00
via Pioneer Village	19.0	92	8-21	16-00	8-21	16-00
via Hullmar	19.7	92	8-21	-	8-21	-
Combined			2-26	8-00	2-26	8-00
Vehicles			37	11	37	11

11-109-76

Service Planning

TABLE 7

ALLEN ROAD RESERVED BUS LANES PHASE IIB
VEHICLE REQUIREMENTS

Route	Existing				Proposed			
	AM	Midday	PM	Eve.	AM	Midday	PM	Eve.
Downsview (108)	9	3	8	-	8	3	7	-
Grandravine	-	-	-	-	3	2	3	-
Calvington	-	-	-	-	4	2	4	-
York University (106)*								
Local	9	4	9	4	9	4	9	4
Express	6	5	6	-	6	5	6	-
Keele (41)	24	9	24	7	21	8	21	7
Jane (35)	39	11	39	11	37	11	37	11
Sheppard West (84)	12	6	11	5	12	6	12	5
TOTAL	99	38	97	27	100	41	99	27

Net Vehicle Changes:

Weekdays	Saturday**	Sunday**
AM: +1	Daytime: -1	Daytime: -1
Midday: +3	Evening: -1	Evening: -1
PM: +2		
Evening: 0		

* Existing as of Allen Road Phase IIA
** Net Vehicle Change on Keele (41)

11-109-76

Service Planning

TABLE 8

ALLEN ROAD RESERVED BUS LANES PHASE IIB
ESTIMATED ANNUAL HOURS AND MILEAGE

	Existing		Proposed	
	Miles	Hours	Miles	Hours
Downsview (108)	230,440	16,345	226,770	14,580
Grandravine	-	-	120,200	8,065
Calvington	-	-	116,350	9,575
York University (106)*				
Local	390,490	31,240	406,100	31,240
Express	271,960	17,890	271,960	17,890
Keele (41)	906,450	76,350	838,290	67,480
Jane (35)	1,494,120	119,635	1,456,320	116,610
Sheppard West (84)	788,110	43,470	829,565	44,225
TOTALS	4,081,580	304,930	4,265,555	309,665
Average Speed		13.4 mph		13.8 mph
Difference: Annual hours				+4,735
Annual miles				+183,975
Less General Service Improvement miles				- 41,455
Net mileage due to Restructuring				+142,520

*Existing as of Allen Road Phase IIA

11-109-76 Service Planning

TABLE 9

ALLEN ROAD RESERVED BUS LANES PHASE IIB
PEAK HOUR BUS PASSES ON ALLEN ROAD

	Peak Hour Bus Passes	
	Allen I (south of Overbrook)	Allen II (north of Overbrook)
Existing - Phase I		
Downsview (108)	9.0	-
Keele North (107)	6.3	-
Oakdale (116)	6.0	-
York U. Express (106)	6.0	-
TOTAL	27.3	-
Allen Phase IIA		
Downsview (108)	9.0	-
Keele North (107)	6.3	-
Oakdale (116)	6.0	-
York U. Express (106)	8.0	8.0
Finch via Allen	5.5	5.5
Alness	6.0	6.0
Wilson Heights (105)	-	5.0
Faywood (104) (northbound only)	-	6.8
TOTAL	40.8	31.3
ALLEN PHASE IIB		
Downsview (108)	8.0	-
Keele North (107)	6.3	-
Oakdale (116)	6.0	-
York U.-Express	8.0	8.0
(106) -Local	9.0	-
Finch via Allen	5.5	5.5
Alness	6.0	6.0
Wilson Heights (105)	-	5.0
Faywood (104) (northbound only)	-	6.8
Grandravine	4.0	-
TOTAL	52.8	31.3

Form 801740 May 82

TORONTO TRANSIT COMMISSION

MEETING DATE October 18, 1983

DATE October 12, 1983 REPORT NO. 3

SUBJECT ALLEN ROAD RESERVED BUS LANES:
PHASE IIB - FOLLOW-UP

RECOMMENDATION

It is recommended that:

a) the Commission approve the service changes detailed herein, and

b) this report be forwarded to the City of North York for information.

(A.H.S.) (J.P.)

HISTORY

At its meeting of July 12, 1983, the Commission approved the proposed Allen Road Reserved Bus Lanes - Phase IIB routings and asked for comments from the City of North York. On August 3, 1983, the General Manager - Planning and the Manager - Service Planning met informally with Aldermen Foster, Gentile, Marchi, Polsinelli and Moscoe from the City of North York. At that time, the aldermen presented certain concerns and requests regarding the proposed service designs. Subsequently, the General Manager - Planning was advised by Alderman Moscoe of local residents' opposition to a proposed new on-street looping.

The Commission has received formal council communication of the various concerns and requests. This report responds to these concerns.

DISCUSSION

The concerns and requests from the North York aldermen may be summarized as follows.

(1) The new Calvington Route, as originally proposed, would operate during daily peak and midday operating periods only. This would result in the loss of evening and weekend service on Calvington Drive, currently provided by the Forthbridge branch of the Keele (41) service.

(2) Local residents would be opposed to the introduction of an on-street bus looping via Paxtonia Blvd., Hawkesdale Road and Tilbury Drive. The looping was proposed to allow a new Keele (41) short-turn service, intended to replace the existing Keele-Forthbridge branch.

(3) A request was made to extend the York University (106) local service from the Athabasca Blvd./Fraser Drive area west to Jane Street.

(4) New bus service was requested on Firgrove Crescent, either in addition to, or instead of, the proposed new bus service in the Paradelle Crescent area.

It has been determined that the first request, evening and weekend service on the new Calvington route, can be accommodated at no cost to the Commission by re-allocating resources in the subject service area. An examination of the existing Oakdale (116) service to Weston Road indicates that existing passenger loading is very light. The majority of riders to/from this route's service area use the parallel Sheppard West (84) service to Sheppard Station. The Oakdale-Weston Road service can, therefore, be eliminated, with concomitant improvements to the Sheppard West (84)

service to compensate for the reduction in parallel service (see Map Nos. 8494 and 8494A attached). The Oakdale (116A) peak period only service on Norfinch Drive and Oakdale Road would be retained (see Table 1 attached).

These service changes to the Oakdale (116) and Sheppard West (84) routes would result in a net reduction of 85,000 annual miles which could be used to provide the requested evening and weekend service on the new Calvington route. A service summary for the Calvington route is provided in Table 2, attached. Appendix A, attached, contains service summaries for other routes affected by the Allen IIB service modifications as outlined in the Commission Report of July 6, 1983.

In response to the second concern raised, Commission Planning staff is negotiating for an alternative short-turn looping in the Keele-Wilson area through the Ministry of Transportation and Communications (M.T.C.) property in the south-west quadrant of that intersection. However, if these negotiations are delayed, or if the routing is operationally infeasible, the original Hawkesdale short-turn on-street loop would be implemented until a more satisfactory solution can be found.

The third matter, the extension of the York University (106) service to Jane Street was investigated in the original planning of the Allen Road Reserved Bus Lanes service changes. At that time, through a rider survey, it was determined that there exists very little demand from the Jane/Steeles area for a service to Wilson Station, such as the subject route. An extension of this route would, therefore, require additional resources which cannot be justified given the low demand for such an extension. Additionally, the proposed route modification would disservice part of York University, the largest single traffic generator on the route. However, it should be noted that this service modification could be requested under the 1984 Service Standards program if further evaluation is desired.

The fourth matter, the provision of new bus service on Firgrove Crescent, must be evaluated under the Service Standards process. The request must, therefore, be endorsed by North York Council and included as part of that municipality's Service Standards submission. The proposed new service in the Paradelle Crescent area was so endorsed and officially requested

by North York Council in its 1983 Service Standards submission.

JUSTIFICATION

The proposed addition of evening and weekend service on the new Calvington route can be done at no cost to the Commission by making more efficient use of existing resources in the subject service area.

The operation of a Keele service which travels only as far north as Wilson Avenue is required in order to ensure that service levels are commensurate with demand both north and south of Wilson Avenue. The Commission often must loop buses on local streets for operational reasons. Although a looping via the MTC property is being investigated, the proposed Hawkesdale short-turn looping may have to be utilized as an interim measure.

All requests for new bus service, such as the one pertaining to Firgrove Crescent, must be endorsed by the local municipal council and submitted for evaluation under the Service Standards program.

11-111-76
Attached Hereto:

TABLE 1

OAKDALE - SHEPPARD WEST
SERVICE SUMMARIES

	RTD (miles)	RTT (min.)	Headways (min.-sec.) AM	Midday	PM	Evening
Existing						
Oakdale (116)						
Wilson Stn. - Steeles	17.6	80	20-00	-	20-00	
- Weston via Airbase	12.9	60	20-00	25-00	20-00	
via Sheppard	13.0	42	-	-	-	21-00
vehicles			7	3	7	2
Sheppard West (84)						
Sheppard Stn. - Weston	14.6	77	9-00	10-00	10-00	10-24
- Wilson Hts.	5.0	31	9-00	-	10-00	-
combined			4.30	-	5.00	
vehicles			12	6	11	5
Total vehicles			19	9	18	7
Proposed						
Oakdale (116)						
Wilson Stn. - Steeles (via Airbase)	17.6	80	20-00	-	20-00	-
vehicles			4	0	4	0
Sheppard West (84)						
Sheppard Stn. - Weston via Sheppard	14.5	75	10-00	15-00	10-00	10-24
via Airbase	14.6	75	10-00	30-00	10-00	-
combined			5-00	10-00	5-00	-
vehicles			15	6	15	5
Total vehicles			19	6	19	5

TABLE 2

CALVINGTON SERVICE SUMMARY

Calvington	RTD (miles)	RTT (min.)	Weekday Headways (min.-sec.) AM	Midday	PM	Eve.
Wilson Stn.-Jane via Calvington	8.1	40	20-00	40-00	20-00	40-00
via Falstaff	8.1	40	20-00	40-00	20-00	40-00
combined			10-00	20-00	10-00	20-00
vehicles			4	2	4	2

Calvington	RTD (miles)	RTT (min.)	Weekdend Headways (min.-sec.) Saturday Daytime	Saturday Eve.	Sunday Daytime	Sunday Eve.
Wilson Stn.-Jane via Calvington	8.1	40	40-00	40-00	40-00	40-00
via Falstaff	8.1	40	40-00	40-00	40-00	40-00
combined			20-00	20-00	20-00	20-00
vehicles			2	2	2	2

11-111-76

Service Planning Department

APPENDIX A

ALLEN ROAD PHASE IIB SERVICE SUMMARIES

TABLE 1

ALLEN ROAD RESERVED BUS LANES PHASE IIB
DOWNSVIEW (108) SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Headways (min.-sec.) Weekdays AM	Midday	PM	Eve.	Saturday Daytime	Eve.
Existing								
Wilson Stn.-Jane	11.9	60	6-40	20-00	7-30	-	30-00	-
Vehicles			9	3	8	-	2	-
Proposed								
Wilson Stn.-Jane	12.7	60	6-40	20-00	7-30	-	30-00	-
Vehicles			9	3	8	-	2	-

11-109-76
Revised 83 10 12

Service Planning

TABLE 2

ALLEN ROAD RESERVED BUS LANES PHASE IIB
YORK UNIVERSITY (106) SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Headways (min.-sec.) Weekdays AM	Midday	PM	Eve.	Saturday Daytime	Eve.	Sunday Daytime	Eve.
Pre-Existing										
Wilson Stn.- York University										
Local	12.5	60	5-00	15-00	5-00	15-00	20-00	30-00	30-00	30-00
Express	9.9	40	10-00	20-00	10-00	-	-	-	-	-
Vehicles			16	6	16	4	3	2	2	2
Phase IIA - Current										
Wilson Stn. - York University										
Local	12.5	60	6-40	15-00	6-40	15-00	20-00	30-00	30-00	30-00
Express	11.4	45	7-30	9-00	7-30	-	-	-	-	-
Vehicles			15	9	15	4	3	2	2	2
Phase IIB - Proposed										
Wilson Stn. - York University										
Local	13.0	60	6-40	15-00	6-40	15-00	20-00	30-00	30-00	30-00
Express	11.4	45	7-30	9-00	7-30	-	-	-	-	-
Vehicles			15	9	15	4	3	2	2	2

TABLE 3

ALLEN ROAD RESERVED BUS LANES PHASE IIB
GRANDRAVINE
SERVICE SUMMARY

Route	RTD (miles)	RTT (min.)	Weekday Headways (min.sec.) AM	Midday	PM	Eve.
Grandravine						
Wilson Stn.-Laura Road	10.6	45	15-00	20-00	15-00	-
Vehicles			3	2	3	-

11-109-76

Service Planning

TABLE 4

ALLEN ROAD RESERVED BUS LANES PHASE IIB
KEELE (41) SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Headways (min.-sec.) Weekdays AM	Midday	PM	Eve.	Saturday Daytime	Eve.	Sunday Daytime	Eve.
Existing										
Lansdowne Stn. - Steeles										
via York Univ.	20.7	108	12-00	20-00	12-00	22-00	20-00	30-00	30-00	30-00
via Petrolia	20.2	108	12-00	-	12-00	-	-	-	-	-
- Forthbridge	15.1	84	14-00	20-00	14-00	22-00	20-00	30-00	30-00	30-00
Combined			4-12	10-00	4-12	11-00	10-00	15-00	15-00	15-00
Vehicles			24	9	24	7	9	6	6	6
Proposed										
Lansdowne Stn. - Steeles										
via York Univ.	20.7	108	12-00	20-00	12-00	22-00	20-00	30-00	30-00	30-00
via Petrolia	20.5	108	12-00	-	12-00	-	-	-	-	-
- Wilson	12.7	66	22-00	20-00	22-00	22-00	20-00	30-00	30-00	30-00
Combined			4-43	10-00	4-43	11-00	10-00	15-00	15-00	15-00
Vehicles			21	8	21	7	8	5	5	5

TABLE 5

ALLEN ROAD RESERVED BUS LANES PHASE IIB
JANE (35) SERVICE SUMMARIES

Route	RTD (miles)	RTT (min.)	Weekday Headways (min.-sec.) AM	Midday	PM	Eve.
Existing						
Jane Stn. - Steeles						
via Peter Kaiser (Exp.)	19.0	80	20-00	-	20-00	-
(local)	19.0	92	8-21	16-00	8-21	16-00
via Pioneer Village	19.0	92	8-21	16-00	8-21	16-00
via Hullmar	19.7	92	8-21	-	8-21	-
Jane Stn. - Falstaff	12.5	60	30-00	-	30-00	-
Combined			2-19	8-00	2-19	8-00
Vehicles			39	11	39	11
Proposed						
Jane Stn. - Steeles						
via Peter Kaiser (Exp.)	19.0	80	20-00	-	20-00	-
(local)	19.0	92	8-21	16-00	8-21	16-00
via Pioneer Village	19.0	92	8-21	16-00	8-21	16-00
via Hullmar	19.7	92	8-21	-	8-21	-
Combined			2-26	8-00	2-26	8-00
Vehicles			37	11	37	11